

The Hongkong Telegraph.

No. 66.

TUESDAY, APRIL 11, 1882.

FIVE DOLLARS
PER QUARTER.

Insurances.

YANGTZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up)Tls. 420,000.00
PERMANENT RESERVETls. 230,000.00
SPECIAL RESERVE FUND.....Tls. 288,936.17

TOTAL CAPITAL and
ACCUMULATIONS, 2nd
April, 1881.Tls. 938,936.17

DIRECTORS.
F. B. FORBES, Esq., Chairman.
M. W. HOYT, Esq., Wm. MEYERINK, Esq.,
J. H. PINCKVON, Esq., F. D. HITCH, Esq.

HEAD OFFICE—SHANGHAI.
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.
Messrs. HARRING BROTHERS & Co.
Bankers.

RICHARD BLACKWELL, Esq., Agent.
68 and 69, Cornhill, E.C.

POLICES granted on MARINE RISKS to all
parts of the World.

Subject to a charge of 12 per cent. for interest
on shareholders' Capital, all the PROFITS of the
UNDERWRITING BUSINESS are annually dis-
tributed among all Contributors of Business in
proportion to the premia paid by them.

RUSSELL & Co.,
Agents.

Hongkong, 23rd January, 1882. [53]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED).....\$1,000,000.

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [81]

LE CERCLE-TRANSPORTS. SOCIÉTÉ ANONYME D'ASSURANCE MARITIME MARSEILLE.

CAPITAL SUBSCRIBED.....15,000,000 Francs.
CAPITAL PAID-UP.....3,750,000 Francs.

The Undersigned, having been appointed
AGENTS for the above Company, are prepared to
GRANT POLICES on MARINE RISKS to all
parts of the World.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [4]

THE CITY OF LONDON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL £2,000,000; PAID-UP.....£200,000.
PAID UP RESERVE FUND.....£50,000.

The Undersigned, having been appointed
AGENTS for the above Company, are prepared to
ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & Co.
Hongkong, 14th March, 1882. [105]

THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

CAPITAL, £1,000,000 (One Million Sterling).
UNLIMITED LIABILITY OF SHAREHOLDERS.

The Undersigned, having been appointed
AGENTS for the above Company, are prepared to
ACCEPT FIRE and MARINE RISKS at Current
Rates, allowing usual discounts.

GEO. R. STEVENS & Co.
Hongkong, 14th March, 1882. [164]

To be Let.

TO LET.

OFFICES in No. 13, QUEEN'S ROAD
CENTRAL. ALSO,
No. 4, SEYMOUR TERRACE
No. 9, SEYMOUR TERRACE.
Apply to

DAVID SASSOON, SONS & Co.
Hongkong, 25th March, 1882. [74]

TO BE LET,
FROM THE 1st APRIL, 1882,
THAT LARGE and COMMODIOUS HOUSE,
No. 8 ARBUTHNOT ROAD, at present in
the occupation of Mr. J. D. HUTCHISON.

Apply to
J. A. CARVALHO.
Hongkong, 9th March, 1882. [147]

Intimations.

THE Undersigned have been appointed
AGENTS to the NEW YORK BOARD
of UNDERWRITERS.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [6]

J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORSEAR & SONS,
MERCHANT NAVY
NAVY BOILED
LONG FLAX
CROWN
CANVAS.

ARNOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [5]

RECORD OF AMERICAN AND FOREIGN SHIPPING.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [3]

HONGKONG TIMBER YARD, WANCHAL.

OREGON-PINE SPARS and LUMBER
ALWAYS ON HAND.

L. MALLORY,
Proprietor.
Hongkong, 24th June, 1881. [11]

For Sale.

H. FOURNIER & CO.

HAVE FOR SALE, JUST RECEIVED, EX
FRENCH MAIL STEAMER
A SPLENDID ASSORTMENT OF
FANCY GOODS.

H. FOURNIER AND COMPANY

HAVE JUST RECEIVED
FANCY PLAYING CARDS.
CRACKERS. BONDONS (Assorted).
CHOCOLATE CREAM.

CHOCOLATE MENIER.

H. FOURNIER & Co.,
Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY

HAVE JUST RECEIVED
FIGS. MALAGA RAISINS.
TABLE PLUMS.
FRUITS IN JUICE (Assorted).
CONFITURES DE ST. JAMES
(in Bottles and Tins).

SIRUPS (Assorted).

HUNTLY and PALMER'S BISCUITS.

ALMONDS and NUTS.
VANILLA. PATE DE FOIE GRAS.

H. FOURNIER & Co.,
Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY

HAVE JUST RECEIVED
NOIX DE VEAU TRUFFEE (in Tins).
COTELETTE DE VEAU (in Tins).
VEAU ROTI. RIS DE VEAU (in Tins).
FRICAINDAU (Assorted). TRUFFES.

VEGETABLES (Assorted).

ANCHOVIES in Oil. CAPTAR.

SARDINES in Lemon Juice.

SARDINES in Tomatoes.

SARDINES in Oil.

H. FOURNIER & Co.,
Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY

HAVE JUST RECEIVED
FRENCH and ENGLISH MUSTARD.
SAUSAGES (Assorted).
LYONS SAUSAGES.

FRENCH & SPANISH OLIVES.

FRENCH ISIGNY BUTTER (in 1 and 2 lbs. Tins).

JACCARONT (Assorted) Paste for

Soups, Letters, stars, &c. TAPIoca.
FINE-GROUND MOCHA COFFEE.

H. FOURNIER AND COMPANY

HAVE JUST RECEIVED
AN ASSORTMENT OF CHEESE.
GRUYERE, ROQUEFORT.
DUTCH, CALIFORNIA, CREAM.

H. FOURNIER & Co.,
Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY

HAVE JUST RECEIVED
FRENCH TOBACCO AND
CIGARETTES.
ASSORTED PERFUMERY
FROM PINAUD and PIVERT OF PARIS.

A large quantity of
FRENCH MINERAL WATERS
in Pints of 100 bottles per Case.

CORK STOPPERS.

for Soda and other Bottles.

H. FOURNIER AND COMPANY

HAVE JUST RECEIVED
AN ASSORTMENT OF CLARETS
In Bottles and Wood.

CHATEAU LAROSE.

CHATEAU LAFFITTE.

CHATEAU MARGAUX.

ST. EMILION, MEDOC.

H. FOURNIER & Co.,
Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY

HAVE JUST RECEIVED
AN ASSORTMENT OF WINES.
SAUTERNE. PORTO. SHERRY.
MARSALA.

H. FOURNIER & Co.,
Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY

HAVE JUST RECEIVED
A SHIPMENT OF BRANDY.
FRENCH COGNAC and ABSINTHE.

H. FOURNIER & Co.,
Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY

HAVE JUST RECEIVED
AN ASSORTMENT OF LIQUEURS.
CHARTREUSE (Pints and Quarts).
BENEDICTINE (Pints and Quarts).
MARASCHINO. CURACAO.

ANISETTE (Marie Brizard).
ANGOSTURA BITTERS.
BOKER'S BITTERS.
KIRSCHWASSER. PEPPERMINT.
VERMOUTH (Nolly Prat).
VERMOUTH (Turino).

H. FOURNIER & Co.,
Corner of D'Aguilar and Wellington-streets.

Intimations.

ECA DA SILVA & CO.

HAVE JUST LANDED.

EX FRENCH MAIL STEAMER "SAGALIEEN."

A GREAT VARIETY AND FINE ASSORTMENT OF SUMMER GOODS,
COMPRISING—

Ladies Richly Trimmed Pongee Silk Costumes, Satin, Linen, and Cambric Costumes,
Ready-made Dresses, Lace and Silk Fichus, Gravats, Dressing Gowns, Fine Silk
Hose, &c., &c., &c.

Ladies Elegantly Trimmed Parisian Straw Hats and Bonnets, Children's and Babies'
Hats and Caps, in Great Variety.

Gentlemen's Parisian Straw and Panama Hats, French Felt Hats, Light Summer
Tweed in Pieces for Pants, White and Coloured Linen Drill, Pieces of Touch Cord
for Vests, Canvas Shoes, Silk Umbrellas, &c., &c.

Oriza's and Penaud's Perfumery in Great Variety. Elegant 3 Sides French Mirrors.
Vienna Cigar and Cigarette Cases, Visiting Card Cases, Portmonnaies, Albums,
Needle Cases, Needles, Ladies Work Boxes,
&c., &c., &c.

ECA DA SILVA & Co.,
48, QUEEN'S ROAD CENTRAL.

Hongkong, April 3rd, 1882. [9]

KELLY & WALSH'S LIST OF NEW MUSIC.

NEW DANCE MUSIC.

A Ton Bras PolkaT. Rieffler.
Light of Love WaltzA. G. Crowe.
Scotch Beauties WaltzA. G. Crowe.
Princess Toto GalopR. Herzen.
Princess Toto WaltzChas. Godfrey.
Princess Toto QuadrilleW. Williams.
Day and Night QuadrillesW. Williams.
Bonne Chance PolkaC. Godfrey.

COMIC SONGS.

Blow me up an apple treeT. W. Barrett.
We are a merry familyT. W. Barrett.
Oh Lor, Oh DearE. Foreman.

NEW SONGS.

London BridgeMolloy.
The Curfew BellAllis Gower.
Told in the TwilightJ. L. Molloy.
The Birds and the CrossJ. L. Molloy.
Shadows of the PastC. Marriott.
Over the Garden WallG. D. Fox.

SALE & CO'S SHOWROOMS.

SAYLE & CO.

ARE NOW SHOWING NEW SPRING AND SUMMER GOODS.

EX "FLEURS CASTLE."
A splendid assortment of French and English
Pompadour Prints and Satinets.

New Patterns in French Percales.
Specialities in Damasses and Black Gren-
dines.

Nun's Beiges and Velings.
Silk, Lisle Thread, and Cotton Hosiery in all sizes.
Irish Linens and Diapers.

New Millinery.
A choice selection of Flowers.
Sewing Machine by the leading manufacturers.

N.B.—A few REMNANTS and TOYS left over from the Sale still on offer at greatly
REDUCED PRICES.

VICTORIA EXCHANGE, HONGKONG.

Intimations.

SEALED TENDERS will be received by the

Undersigned on or before NOON of THURS-
DAY, the 13th instant, for the supply of 1,500
tons of YAKASIMA COAL, deliverable at the
Naval Coal Depot, Kowloon, in accordance with
the conditions on the printed Tender, which can
be obtained on application to the Naval Store-
keeper's Office.

The right to reject the lowest or any Tender is
reserved.

E. B. JOREY,
Naval Storekeeper.

H.M. Naval Yard,
Hongkong, 15th March, 1882. [168]

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr.
H. C. LUBECK in Our Firm Ceased from
the 28th February last.

Dz SOUZA & Co.
Hongkong, 3rd April, 1882. [203]

WANTED, EMPLOYMENT by a young
Man, as an ASSISTANT in a MERCANTILE
Office, or any other Establishment, Salary
Moderate. Address "J. J. B." care of Office of
this Paper.

Hongkong, 13th March, 1882. [157]

J. M. GUDE & S.

HOUSE AND LAND BROKER,
No. 33, WELLINGTON-STREET, HONGKONG.
Hongkong, 23rd January, 1882. [62]

E. CASSUMBOY.

FURNITURE WAREHOUSE,
Nos. 9, 11, 12, 13, and 14,
BEACONSFIELD ARCADE,
Opposite the City Hall.

HOUSES OR ROOMS FURNISHED THROUGHOUT
ON THE SHORTEST NOTICE.

FURNITURE, PIANOS, &c.,
FOR SALE OR HIRE.

A GOOD SELECTION OF BOOKS,
Some Choice Original Oil Paintings and Water
Colours, Chromos, Engravings, &c.

A FEW PIECES OF OLD PORCELAIN AND OTHER
WARE.

CHINESE AND JAPANESE CURIOS.
Hongkong, 14th March, 1882. [163]

A FONG PHOTOGRAPHER,

HAS A LARGER COLLECTION OF VIEWS
than any other in CHINA.

Miniatures Painted on Ivory from \$7.

Oil Paintings on Canvas from \$5.

Cartes de Visite, Cabinet, and all other styles
of Portraits at equally moderate prices executed
under the supervision and management of

D. K. GRIFFITH,
Studio 8, Queen's-road.

Hongkong, 4th April, 1882. [209]

Amusements.

THE CELEBRATED CANADIAN BLONDIN.

THE CHAMPION BICYCLE

PERFORMER
OF THE WORLD,
who for the last few years has been the dazzling
wonder of thousands of Spectators and the
Marvel of the Press.

Will have the honour of introducing to the Public
of this City an entirely new and original
PERFORMANCE.

In the large Pavilion erected at the corner of
ABERDEEN STREET and HOLLYWOOD ROAD,
THIS DAY THE 11TH, AND
THURSDAY, THE 13TH APRIL, 1882.

SENSATIONAL AND AERIAL

PERFORMANCES.

Doors open at 8 P.M., commence at 9 o'clock.

ADMISSION.

First Class\$2.00.
Second Class1.00.
Third Class50 cents.
Promenade30 cents.

Tickets to be obtained at Messrs. KELLY &
WALSH's and at the Doors.
Hongkong, 6th April, 1882. [113]

ITALIAN OPERA COMPANY.

SIGNOR HOFLOCH
begs to inform the Public of Hongkong, that
TO-MORROW,
the 12th instant,

THERE WILL BE AN
EXTRA PERFORMANCE.

FOR THE BENEFIT OF
SIGNOR LUIGI VANZETTI,
PRIMO TENORE ASSOLUTO,
AND

ARTISTIC DIRECTOR OF THE COMPANY,
on which occasion will be produced
THE GRAND OPERA OF
"LUCIA DI LAMMERMOOR,"
By Donizetti.

DRAMATIS PERSONE.

EDGAR OF RAVENSWOODSignor VANZETTI.
HENRY ASHTONSignor CIOCCI.
RAYMOND (Tutor to Lucy)Signor CORTI.
LORD ARTHUR BUCKLAWSignor BRUNETTI.
NORMANSignor BRUNETTI.
LUCY ASHTONSignor BRUNETTI.
ALICESignor PINELLI.

BETWEEN THE 2ND and 3RD ACTS.

SIGNOR VANZETTI,
kindly assisted by
SIGNORA SILINI,
will give
THE CELEBRATED DUETTO "DOLCE VOLUTA"
DI RUY BLAS,
By FILIPPO MARCHETTI.

The Subscription List is now open at Messrs.
KELLY & WALSH's.

Hongkong, 10th April, 1882. [222]

THEATRE ROYAL

CITY HALL, HONGKONG.

UNDER THE PATRONAGE
OF HIS EXCELLENCY THE ADMINISTRATOR,
AND
HIS EXCELLENCY GENERAL DONOVAN.

THE THIRD PERFORMANCE OF THE

SECOND SUBSCRIPTION SERIES
OF SIX OPERAS
WILL BE GIVEN, ON
SATURDAY EVENING,
15TH APRIL, 1882,
when will be produced
PACINI'S GRAND OPERA
"S A F F O."

SUBSCRIPTION PRICES.

FAMILY TICKETS.—Admitting 3 Persons,
6 Nights\$30.00

SINGLE TICKET.—Admitting 1 Person, 6
Nights\$14.00

STALLS.—For 3 Persons, 6 Nights\$20.00

STALLS.—For 1 Person, 6 Nights\$10.00

PRICES OF ADMISSION:
Dress Circle\$3.00.
Stalls\$2.00.
Pit\$1.00.

Tickets may be obtained at Messrs. KELLY &
WALSH, and at the Doors on the night of the
Performance.

Doors open at 8.30 P.M., Performance to com-
mence at 9 P.M. sharp.

Ladies unaccompanied by Gentlemen cannot
be admitted.

A. HÖFLICH,
Director and Manager.

Hongkong, 10th April, 1882. [192]

NORTH CHINA INSURANCE COMPANY.

NOTICE TO SHAREHOLDERS.

THE EIGHTH ORDINARY GENERAL MEET-
ING of the SHAREHOLDERS in the above
Company will be held on FRIDAY the fourteenth
day of April, at 2.30 P.M., at the Head Office,
Shanghai, for presentation of the half-yearly Re-
port and Accounts to the 31st December last;
the election of Directors and Auditors; and
Declaration of Dividends for the year 1881.

The Transfer Books of the Company will be
CLOSED from the 1st to 14th April, both days
inclusive.

By Order of the Court of Directors,
HERBERT S. MORRIS,
Secretary.

Shanghai, 1st April, 1882. [216]

Shipping.

OCCIDENTAL & ORIENTAL STEAM- SHIP COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA,
AND EUROPE;

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship

ARABIC,
will be despatched for San Francisco, and Yoko-
hama, on THURSDAY, 13th April, at THREE
P.M., and will be followed by the Company's steamer
"OCEANIC," on Tuesday, May the 2nd, and
"COMET," on Tuesday, May the 9th.

Connection being made at Yokohama with
steamers from Shanghai and Japan Ports.
All PARCEL PACKAGES should be marked to
address in full; and same will be received at the
Company's Office until Five P.M. the day pre-
vious to sailing.

A REDUCTION of 25 per cent. made on all
RETURN PASSAGE ORDERS issued.
Consular Invoices to accompany Overland,
Mexican, Central, and South American Cargo,
should be sent to the Company's Office, ad-
dressed to the Collector of Customs, San Fran-
cisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 504, Queen's Road Central.

CHAS. H. HASWELL, Jun.,
Agent.

Hongkong, 6th April, 1882. [193]

FOR SINGAPORE, PENANG, AND CALCUTTA.

Intimations.

N O W R E A D Y.

(PUBLISHED BY AUTHORITY.)

THE HONGKONG DIRECTORY AND
HONG LIST FOR THE FAR EAST.
A NEW DIRECTORY FOR CHINA, JAPAN, AND THE
PHILIPPINES, FOR THE YEAR 1882.
PRICE TWO DOLLARS.

To prevent disappointment, orders for this
Work should be sent immediately to the Office of
the "Hongkong Telegraph," as there are but
few copies left, so great has been the demand and
so large were the orders received from outposts
as soon as the Publication was announced.

THE HONGKONG DIRECTORY
IS PUBLISHED AT
TWO DOLLARS.
OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY
CONTAINS
THE TREATIES WITH CHINA,
JAPAN, & SIAM.
OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY
CONTAINS
A DESCRIPTION OF ALL THE
TREATY PORTS IN CHINA AND
JAPAN.
OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY
CONTAINS
TRADE STATISTICS FROM
OFFICIAL SOURCES.
OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY
CONTAINS
THE CONDITIONS OF TRADE WITH
CHINA & JAPAN.
OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY
CONTAINS
THE PORT, CUSTOMS, CONSULAR,
AND HARBOUR REGULATIONS
OF THE TREATY PORTS OF
CHINA & JAPAN.
OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY
CONTAINS
THE REVISED ISSUE OF THE
POSTAL GUIDE.
OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY
CONTAINS
THE ONLY CORRECT LIST OF
HONGKONG GOVERNMENT
OFFICIALS.
OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY
CONTAINS
LISTS OF MILITARY OFFICERS
serving in the China Command,
which have been revised at Headquarters.
OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY
CONTAINS
THE NAMES OF THE OFFICERS
OF THE RUFFS
RECENTLY ARRIVED ON THIS STATION.
OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY
CONTAINS
THE NAMES OF THE NAVAL
OFFICERS ON THE CHINA
STATION.
Including the most recent appointments and local
changes, corrected at Headquarters.
OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY
CONTAINS
THE LARGEST LIST OF FOREIGN
RESIDENTS IN THE EAST.
OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY
CONTAINS
A LIST OF PRIVATE RESIDENCES
Of the Principal Government Officials, the Leading
Merchants, the Consuls, Professional Men,
and Justices of the Peace.
OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY
CONTAINS
AN INDEX TO THE ORDINANCES
OF HONGKONG.
OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY
CONTAINS
AN ANGLO-CHINESE KALENDAR
by Dr. EITEL,
inserted in the work by permission of the author.
This useful reference is a Christian, Jewish,
Mahomedan, Chinese (National), Taoist, Budd-
hist, and Japanese Kalendar.

THE HONGKONG DIRECTORY
CAN BE OBTAINED FROM
Messrs. MACLEWEN, FRICKEL & Co.,
QUEEN'S ROAD.

THE HONGKONG DIRECTORY
IS PUBLISHED AT
TWO DOLLARS.
OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY
CAN BE OBTAINED FROM
Messrs. KELLY & WALSH,
QUEEN'S ROAD.

THE HONGKONG DIRECTORY
IS PUBLISHED AT
TWO DOLLARS.
OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY
HAS BEEN
LARGELY ORDERED IN ALL PORTS
BETWEEN
SINGAPORE AND NEWCHWANG.

Intimations.

A. S. WATSON & CO.

WHOLESALE AND RETAIL
DRUGGISTS,
GENERAL CHEMISTS.

Manufacturers of the following
AERATED WATERS,
SODA, TONIC, SASSAPARILLA,
AND POTASH, LEMONADE,
GINGERADE, RASPBERRYADE,
AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from
7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast Orders.

HONGKONG DISPENSARY,
HONGKONG.

SHANGHAI PHARMACY,
SHANGHAI.

CANTON DISPENSARY,
CANTON.

THE DISPENSARY,
FOOCHOW.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating
to subscriptions, advertisements, &c., be ad-
dressed to the "Hongkong Telegraph," and not to
the Editor.

Letters on Editorial matters to be sent to "The
Editor" and not to individual members of the
staff.

Communications intended for publication must
be accompanied by the name and address of the
writers, not necessarily for publication; but as
evidence of good faith.

Whilst the columns of the *Hongkong Tele-
graph* will always be open for the fair discussion
by correspondents of all questions affecting public
interests, it must be distinctly understood that
the Editor does not in any way hold himself re-
sponsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices
intended for insertion in that day's issue not later
than THREE O'CLOCK, so as not to retard the
early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish
The Hongkong Telegraph daily at 4 P.M. sub-
scribers in the central districts who do not receive
their copies before FIVE O'CLOCK will oblige by
at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, TUESDAY, APRIL 11, 1882.

The apathy of Hongkong residents during
the Spring and Summer seasons has justly
become a byword. Business of course
can never be neglected; but outside com-
mercial interests, throughout the greater
portion of the year the Colony is practically
asleep. Truly enough the weather is in-
clined to be unpleasantly warm from May
until November; but certainly not worse
than in other parts of the world where the
hot season is not advanced as an excuse
for the total collapse of all outdoor sports
and amusements. We really cannot see
any very powerful reason why cricket and
lawn tennis should not be played, off and
on, all the year round, if we except
the lack of inclination on the part of
devotees of those healthy pastimes. The
health of a Colony is a matter of the
highest importance, and although it can
hardly be denied that Hongkong is an
exceptionally healthy home for Europeans,
it will on the other hand be readily ad-
mitted that a more general indulgence in
manly exercises would still further improve
matters in that respect.

The cricket season in this Colony is a
long way from being what it might be.
Lawn tennis is an amusing and healthful
exercise, and has become generally and
deservedly popular in tropical climates, as
a pastime in which the fair sex can take
a prominent part. Rowing and sailing
are indulged in at intervals throughout
the year, but only in a very lukewarm
fashion, and we cannot see much prospects
of any great improvement in this branch
of aquatics. Swimming is doubtless indulged
in to a considerable extent during the sum-
mer months, the Victoria Recreation Club,
a very admirable institution of its kind,
having done much to promote this useful
art. Athletics in Hongkong have never—
at least during recent years—attained an
important place in our annual programme
of sporting events, and never will under
the present system of management. Our
athletic meetings are altogether of an im-
promptu character, which is a certain bar
to their unqualified success. To ensure an
interesting and successful athletic gather-
ing the programme of events should be
circulated, at least a month, and the list of
entries for the various events, with the
colours of the competitors, a week prior to
the date of meeting. This would interest
the community, and encourage intending
competitors to take pains to get themselves

into something like condition, and ensure
keen competition. Second and third prizes
in the shape of silver and bronze medals
should also be provided for all events.
This would cost a very trifling amount,
and bring large fields together for the
various contests.

It is a matter of surprise to many sports-
men that a wealthy and sport-loving
community like Hongkong is contented
to have only one race-meeting during
the year. They point out that the Shang-
hai Race Club have for years held two
meetings annually—Spring and Autumn—
with such success, that their example has
been recently followed by the Fokien Race
Club of Foochow whose first Spring Meet-
ing commenced to-day. Under a properly
constituted Race Club we could no doubt
hold two race meetings annually, in the
Happy Valley; but whether such a course
would be advisable and for the best in-
terests of sport, is rather a difficult matter
to decide without actual experience. How-
ever, there can be no doubt that with such
a splendid race course at our disposal as
the far famed Wong-nei-chong Valley,
frequent sporting carnivals on a small scale
might be held periodically throughout the
year. There are at the present time a
large number of ponies and riders in
Hongkong than has been the case for
many years. Can no club or association be
formed to foster sport? The Model
Settlement has gained a wide spread cele-
brity for its Paper Hunts. Is it impossible
to organise something of the kind in Hong-
kong? If Paper chases across country are
out of the question, there can be no diffi-
culty in arranging hunts on a smaller scale
on the racecourse. A regular steeplechase
course at Wong-nei-chong could be formed
at a trifling cost; but as a matter of fact
a capital track with natural jumps already
exists, and only requires to be "flagged"
out. There are plenty opportunities of
indulging in capital sport throughout the
year; if sportsmen are only forthcoming;
Two or three years ago a Polo Club was
started, and there is no doubt but it would
have been in existence now had its pro-
moters established it on a sensible basis.

We are just at the beginning of a long
and dull season, so that if anything is to
be done to promote the interests of outdoor
sports during the summer months, now is
the time to initiate proceedings. With a
new regiment in our midst, the officers of
which bear sporting reputations, some
effort should be made to relieve the dreary
monotony of the next six months. We
shall be glad to support in every possible
way any movement which may be in-
augurated.

The Court of Appeal observes the *Daily
News* has reversed the judgment of the
Queen's Bench Division in the case of Cap-
tain Scott Jervis, the bankrupt of Cher-
rington-park. The question raised is of
considerable interest, apart from the Cap-
tain's position, which seems to have been
somewhat exaggerated or misrepresented
in the court below. Mr. Justice STEPHEN,
sitting in Chambers, committed Captain
Jervis to prison on the ground that he was
able but refused to pay a debt of twenty
pounds. There was certainly some ground
for this hypothesis, inasmuch as the debtor
was living in apparent comfort, if not
luxury. The house, however, and every-
thing in it belong, not to himself, but
to his wife, who entirely supports him.
This did not satisfy the Judges of the
Queen's Bench, and Mr. Justice FIELD
thought that next time Mrs. Jervis gave her
husband money he had better frill it
away, to use SHERIDAN'S phrase, in paying
what he owed. This was excellent advice
from a moral point of view, but according
to the MASTER of the ROLLS and Lord Jus-
tice HOLKER it is not law. Sir GEORGE
JESSEL declined to hold that, whenever a
married woman has money, her husband
may be sent to gaol in order to induce her
to pay his debts, and such a proposition
certainly does bear some analogy to the
celebrated direction of the County Court
Judge that a rich aunt should defray the
liabilities of a poor nephew. Captain
Jervis has settled nothing on his wife, who
inherited property from her own family,
and there was no evidence that she made
him any fixed allowance. The Debtors'
Act of 1869 only sanctions imprisonment
for debt where the debtor can pay if he
likes, and thus there is an end of the mat-
ter. At the same time it is hard cases
which make bad law, and a tradesman
who trusts a gentleman in apparently good
circumstances has some right to complain
on finding that his debtor is really worth
nothing. Moreover, the law is not al-
ways so astute to distinguish between
husband and wife, and the Married Wo-
men's Property Act of 1874 makes a man
liable for debts contracted by his wife
before marriage to the extent of the prop-
erty which she brings him.

"THAMES-STREET INDUSTRIES," by Percy
Russell. This Illustrated Pamphlet on Perfumery,
&c., published at 6d., may be had gratis from any
Chemist or dealer in perfumery in the World, or
JOHN GOSNELL & Co., London. [ADVT.]

A COMMITTEE of Cardinals, under the Presidency
of the Pope, has decided that the Catholics in
Italy cannot, compatibly with their religious
duty, take part in political elections.

SOME Japanese in Osaka have become the pur-
chasers of the British barque *Zodiac*. The price
realized was, we understand, \$10,500, and the
sale was negotiated by Messrs. H. W. Tabor
and Co.—*Hingo News*.

A GENTLEMAN in Poland makes known through
the medium of a London daily newspaper the
fact that he desires to dispose of a quantity of old
linen, horns, bones, and cow-hair. His name is
Warszawskie Predisbierstwo Skupiania, Esq.

We observe that Mr. Farnell, M.P., has under-
gone, seven days' solitary confinement in Kil-
mainham Jail for a breach of discipline in at-
tempting to send a letter from the prison through
another than the ordinary channel, and without
the assent of the governor.

We observe in a Scotch paper that Mr. Robert
Jardine, M.P., of Castlehill, has intimated to his
Downshire tenants that an abatement of 10 per
cent. will be made from the last half-year's
rents. This is the seventh time in succession
that a similar concession has been made on this
estate.

The *London and China Express* states that a
brigantine from Trinidad has arrived at New
York with a sailor from the wrecked steamship
Bahama. He was picked up after floating for
six days on the steamer's ice-box, having had no
food save one biscuit. The steamer sank soon
after the boats left it.

Mr. John Denvir, a newsagent, of Liverpool, was
lately summoned for publishing the *United Ire-
land* without an imprint. The offence was
practically admitted; but as the counsel for the
Treasury did not press for the full penalties, the
magistrate ordered the defendant to pay twenty-
two pounds five shillings.

The large vessel which has been under construc-
tion for some time past at the Patent slip, and
which is intended ultimately we believe for a
Government transport, is now being pushed for-
ward with a view to its speedy completion.
When finished, it will be by far the largest vessel
that has ever been built in Japan.—*Nagasaki
Express*.

We read in papers received by French Mail
that Mr. Foster has paid an unexpected visit to
Limerick. He was strongly guarded by armed
constabulary. The object of the visit is said to
have been to inquire into the reports of a prob-
able rising in the Tulla district. There is great
excitement all over East Clare, and great uneas-
iness prevails there.

A PARLIAMENTARY return shows that in the
twenty years from 1861 to 1880 inclusive 512 per-
sons were convicted of capital offences, of whom
279 were executed, 194 had their sentences com-
muted to penal servitude for life, and 16 for
various shorter terms; while 13 were removed to
Broadmoor. In one case the sentence was
quashed by the Court of Criminal Appeal, three
prisoners committed suicide, and six received a
free pardon.

ALARMISTS who fear the Channel tunnel scheme
may take comfort from a charming but not at-
tributed to Count von Moltke. According to a
Vienna correspondent that famous military
authority recently delivered himself of the fol-
lowing remark:—"I have five different plans
for invading England, but I have not yet been
able to discover one for getting out of it." This
is certainly true. It would be very difficult
indeed to get out of the bill-dog's jaws.

A CONVENTION of the Irish National Land League
is to meet at Washington on April 12th. The
object stated is the election of officers, the ratifica-
tion of the policy and purpose of the League
in Ireland, and the emancipation of Ireland from
"landlord robbery and foreign oppression." An-
other object—that of raising the wind to keep the
professional agitators in funds—is not mentioned
in the circular convening the meeting. *Why*
does not the British Minister at Washington in-
sist on the suppression of these illegal meetings
by the United States Government?

We have received from Mr. F. J. V. Jorge samples
of some first rate port he has recently imported
from Oporto, and have much pleasure in testifying
to its excellent quality. This wine is of a brand
favorably known and highly esteemed at home—
that of M. de Souza Guedes—and we think we
are well within the mark in saying, that the black
label with three grapes is far and away the finest
sample of port we have tasted in the Far East.
The other brands, although inferior to this special
quality, are really good wines, and as will be
seen by an advertisement in another place, are
for sale at very low prices.

VICE-ADMIRAL Clitz, says the *Hingo News* of
the 27th ult., arrived shortly before noon yester-
day in the U.S.S. *Richmond*, and was received
with the usual salutes by the Russian corvette
Strelack, and the U.S.S. *Monoway*. We believe
the flagship will remain here for some time, as
there is a considerable amount of work to be done
on the vessel by Messrs. E. C. Kirby and Co., of
the Kobe Iron Works. The U.S.S. *Ashtuchet*
arrived in Nagasaki from Tientsin via Chefoo
last Friday, after a very rough passage, during
which she was hoisted for about forty hours, and
went into dock for sundry repairs the following
day.

MEMBERS of the craft in Hongkong will be glad
to know that the quarterly communication of
Grand Lodge of Freemasons was held on March
1st at Freemason's Hall, London. The W. M.'s
craft was occupied by the Earl of Carnarvon, the
Pro Grand Master, who, after his long absence,
was received with enthusiasm, the Earl of March,
M.P., occupying the chair of the Grand Senior
Warden; Mr. Justice Cave that of the Grand
Junior Warden; and Mr. W. W. Beach, M.P.,
acting as P.G.M. The Prince of Wales, proposed
by Dr. Meadows, and seconded by Mr. E. Bayliss,
was elected M. W. Grand Master for the ensuing
year, and Lieut.-Colonel John Creaton was re-
elected Grand Treasurer.

It is officially notified that Major-General the
Hon. sir H. H. Clifford, C.B., V.C., K.C.M.G.,
would resume the command of the Eastern reg-
imental district on April 1st. Major-General Clifford
served in the Kaffir war of 1852; in the Crimea;
and with the China Expeditionary Force of 1857.
He also served during the recent Zulu war.

THE Washington correspondent of the *London
Daily News* telegraphs on February 23rd:—Re-
solutions were to-day introduced in the Senate
and House of Representatives asking the Sec-
retary for War to issue rations to the persons ren-
dered destitute by the flood in the Mississippi
valley. The resolutions were referred to the ap-
propriate Committees. It is stated that in one
locality of Mississippi 1,000 negroes are starving,
and from 50,000 to 75,000 labourers are destitute.
The portion of the Mississippi inundated is 150
miles long by 40 wide. Four-fifths of the popu-
lation are negroes. The overflow in Arkansas is
appalling and unprecedented.

THE Marseilles correspondent of the *Daily News*
writes on February 24th:—"The activity in the
shipbuilding yards of Toulon continues. The
new ships are, first, the *Aviso Escadre*, the con-
struction of which will be probably finished in
1885; second, two avisos de station, the construc-
tion of which will be finished in 1885. In addi-
tion, they are placing on the stocks for 1883 a
cruiser (escadre) of the same kind as the *Ma-
genta*. The vessels at the shipbuilding yards
are five at present—the *Foudroyant* and the *Vo-
lage*, which will be finished in 1882; the *Archeuse*,
in 1883; the *Caiman*, in 1884; and finally, the
Magenta, which will be finished in 1886."

UNDER the heading of 'Legal News,' in the *Law
Times* of the 18th February I find the following
paragraph: 'The Bar at Shanghai.—Advices
received at Plymouth from Shanghai report that
the Woosung Bar, off that place, which has
proved the means of destruction of many a ship,
is to be dredged out of existence. A double-
hopper dredge, capable of raising three hundred
tons per hour from a depth of thirty feet, has
been ordered, and when the barrier has been re-
moved it is expected that the largest steamers
will be able to run alongside the jetty.' Do the
solicitors think that this proposed treatment of
the Woosung Bar would be advisable in the case
of the English Bar? It is a drastic remedy, but
will the Attorney-General and his *confre*s sub-
mit to be 'dredged out of existence?' *Atlas*
in the *World*.

WE observe from home papers that some in-
teresting experiments have been made recently
at Peterhead, with the object of rendering the sea
in a storm sufficiently calm to allow ships to
enter harbour safely by pouring oil upon the
water, and have obtained a successful result.
The sea at the entrance to the north harbour at
Peterhead was running high and the water was
broken; but as soon as the oil apparatus (a force
pump with 1,200 ft. of lead and iron piping) was
set to work, the fairway at the mouth of the har-
bour became perfectly smooth, and the invention
was pronounced a success. We wonder what
effect pouring oil upon the troubled waters of
Hongkong Harbour during a big typhoon would
be likely to have! Perhaps some wealthy
philanthropist will try the experiment—in the
public interest of course—about the middle of
next August!

SOME idea of the serious state of affairs at pre-
sent existing in the Emerald Isle may be gathered
from a recently published statement of the strength
of the army in the country. The total force at
present in Ireland is over 31,000 officers, non-
commissioned officers, and men, composed of
4,000 Cavalry, 3,000 Artillery, and 24,000 Infan-
try, with 3,600 horses, and 63 guns. This
formidable army corps is distributed as follows:—
In the Dublin District, 14,700; in the Cork Dis-
trict, 13,300; and in the Belfast District, 3,000.
The garrison of the capital is composed of 5,500
officers and men with 800 horses and 16 guns.
The Cavalry regiments in Ireland are the 1st
Dragoons at Dublin, 2nd Dragoons at Ballin-
collig, 5th Royal Irish Lancers at Newbridge,
18th Hussars at Longford, 19th Hussars at Dun-
dalk, 20th Hussars at Callin, 21st Hussars at
Dublin. There are, it may be added, three
Companies of Royal Engineers now in that
country—viz., the 1st, 14th, and 18th.

THE Canadian Blondin gave his opening, enter-
tainment last evening in the spacious marquee
erected at the junction of Hollywood Road, and
Aberdeen-street. The performance commenced
shortly after 9 o'clock, and at that hour a
very fair crowd had assembled. M. Blondin
came amongst us with the reputation of being a
first-class performer in his own particular line
of business, having been highly spoken of by the
principal papers in India, where he was presented
with a handsome silver medal by the Governor
of Baroda, and also by the press of Aus-
tralia; where he has performed with marked
success. His performance last night certainly
upheld all that has been written respecting
the intrepid performer now under notice. M.
Blondin on making his appearance on the plat-
form was greeted with a hearty round of applause,
and throughout the evening, while performing
his acts, the plaudits were frequent, and well
deserved. A performance on the tight-rope must
be seen to be appreciated, the following acts
comprising the entertainment—walking across
the rope blindfold, riding on a bicycle, bal-
ancing a chair and table on the rope, sitting
in the chair and partaking of refreshment
from a bottle, walking across the rope with a
youth on his back, and many other tricks of a
similar nature. The whole of the above feats
were performed with a grace and elegance which
would have done credit even to the original
Blondin himself. An efficient orchestra under
the leadership of the redoubtable "Joe" per-
formed selections of a "sole" inspiring nature,
during the evening, and added much to the
enjoyment of the entertainment. The per-
formance, on the whole, was well worth see-
ing, and we are certain no such performer on
the tight rope has previously performed in Hong-
kong. M. Blondin repeats his entertainment
this evening, and to those who have not already
seen him perform we say, "don't miss this treat."

REUTER wires that the followers of Bonaparte
have been completely annihilated by French
troops.

We are requested to state that Mrs. Marsh will
be at home to receive visitors every Tuesday af-
ternoon from 3.30 to 6 o'clock.

REUTER telegraphs from London on April 10th
that M. N. de Giers has been appointed Russian
Minister of Foreign Affairs.

THE British barque *Martha* was undocked at
Aberdeen, and the Spanish frigate *Dona Maria
de Molina* docked at Kowloon this forenoon.

It having been discovered during the hearing of
a case this morning, in which a Chinaman was
charged with stealing an orange, that the com-
plainant's witness was in Court the whole of the
time, Mr. Wodehouse discharged the prisoner.
The charge certainly was not a very grave one.

A RICE-POUNDER, who was found at the fire last
night in unlawful possession of an opium pipe
and bangle, the former of which he had annexed
from a pawnbroker's shop next door to one of
the burning houses, he being at the time in
"fire uniform," was sent this morning by Mr.
Wodehouse to three months' hard labour.

WONG AMUN, a fitter in the employment of the
Dock Company at Hung Nam, was charged this
morning before Mr. Wodehouse with stealing
15 pounds of old-copper and brass yesterday, the
property of the Company. Defendant admitted
the charge, but said he was a new apprentice,
and took the things, not knowing it was wrong.
With the view of duly impressing him with the
errorousness of the ideas he had imbibed, the
Magistrate sent him to six weeks' hard labour.

MAJOR General sargent, C.B., made an inspection
of the Ordnance store Department at 11.30 this
forenoon. His Excellency, accompanied by his
staff, landed at the Ordnance pier, where he was
received by the head of the Department and
other Ordnance officers, and after a close ex-
amination of the buildings and stores, took his
departures at 12.30. The Department being under
the able direction of Assistant Commissary
General March, we have no doubt His Excellency
found every thing to his satisfaction.

CHIN A NUI, a farmer, was brought up this
morning before Mr. Wodehouse, on the charge
of assaulting one Chan A Cheuk, a miner, yes-
terday, and stealing \$50 from him. Inspector
Staunton stated that the complainant was not
present, and that he believed the charge was a
false one, and that he was afraid to appear. The
latter did not give the defendant in charge until
two days after he said the matter occurred, and
was not to be found to-day. The defendant was
discharged, and doubtless the complainant, when
discovered, will be invited to an interview with
the police, and possibly the Magistrate, to ex-
plain his conduct.

THE *China Mail* learns from private advices
that a military expedition left Hiphong for
Hanoi, the chief port of Tonquin, on the even-
ing of the 1st April. The "private advices"
may be taken to mean a letter which appeared
in the *Daily Press* of yesterday morning. The
columns of a newspaper, are public property;
but it is customary when one journal borrows
news from another, to make some acknowledgment
of the obligation. The organ of the mis-
sionaries evidently prefers the transparent dodge
of "private advices." As we stated yesterday
the alleged French invasion of Hanoi is mere
moonshine.

A COOK, a watchman, a shopkeeper, a mat-packer,
and a rice-pounder were severally charged this
morning before Mr. Wodehouse with having each
a sword in his possession at the fire last night,
the respective complainants being Sikh Police
Constables Autha Singh, Mitt Singh, Fatty Singh,
Bagwan Singh, and Allum Khan, a string of
highly musical sounding cognomens. No attempt
having been made to prove that the defendants'
intentions were at all sanguinary or felonious,
the Magistrate fined each of them twenty five cents
or one day's imprisonment. We are bound to
confess that until to-day we were ignorant of there
being an Arms Act in force in the Colony, thinking,
with our usual simplicity, that the measure was
confined to Ireland.

INSPECTOR Fleming, under the authority of
a duly executed warrant, descended, with a party
of police, on the house No. 35 Stanley street yester-
day morning, on the first-floor of which he ar-
rested eleven gamblers, who were brought up
this morning before Captain Thomsett. The
first defendant, who was proved to be the man-
ager of the swindle, was fined \$50 or two months;
the fifth, who coolly admitted he went to the
house to gamble, received a similar sentence;
the others, who said they were looking for friends
when arrested, were each fined \$25 or six weeks.
The gambling paraphernalia was also ordered
to be forfeited, and the two informers were
directed to be rewarded with a douceur of \$5
each in case the fines were paid.

A NEW ocean steamship, says the *L. & C. Ex-
press*, invented by Captain Moreland, of the
Cunard steamer *Batavia*, is being built by the
American Quick Transit Steamship Company, of
Boston. She is composed of wood, has a turtle
back deck, no masts, and nothing on deck except
a pilot-house, ventilators, and the smoke pipe.
The length is 151 feet, the breadth of beam is
22 feet, the depth of the hold 16 feet, the draught
forward is 5 ft. and aft 10 ft. The capacity is
512 tons. She will have three screws; the main
one of four blades, and of such pitch as to be
capable of a speed of 30 knots an hour. The
others will be fitted in the stern, behind the plates,
and will be used in case of accident, when the
plates will be used to steer with. The en-
gines, boiler, and machinery are of entirely new
designs, and capable of developing enormous
power. The steamer will be named the *Meteor*.
The inventors say she will revolutionise ocean-
steamship construction. The *Meteor* is intended
as the first of a series of steamships to be run
across the Atlantic, and from the Pacific coast
to China, India and Australia.

THE HONGKONG TELEGRAPH.

Commercial.

THIS DAY, FOUR P.M.

Share business shows a slight improvement on recent doings, although very few actual transactions have been reported. We have to note a few sales of Steamboats at 23 1/2 per share premium, and at that rate the stock is fairly firm. The Ice Company's shares have also been dabbled in, a fair number changing hands at 131. As a rule, stocks generally show a noteworthy depreciation. Banks are very weak at 112 per cent. premium, sellers hitherto having failed to find customers at that rate, and we think that even a lower rate would fail to lead to business. Docks are on offer at the reduced rate of 51 per cent. premium for cash, and the end of the month; but so far as we have been able to ascertain no business has been transacted. Sugars are also very weak with sellers at 160 per share. We have heard no enquiries about Marine or Fire Insurances.

SHARES.

Hongkong and Shanghai Bank—112 per cent. premium, sellers.
Union Insurance Society of Canton—\$1,600 per share.
China Traders' Insurance Company—\$1,600 per share.
North China Insurance—Tis. 1,200 per share.
Canton Insurance Company, Limited—\$874 per share, sellers.
Yangtze Insurance Association—Tis. 885 per share.
Chinese Insurance Company—\$250 per share, sellers.
On Tai Insurance Company, Limited—Tis. 150 per share.
Hongkong Fire Insurance Company—\$930 per share, sellers.
China Fire Insurance Company—\$295 per share.
Hongkong and Whampoa Dock Company—51 per cent. premium, sellers.
Hongkong, Canton, and Macao Steamboat Co.—\$23 1/2 per share premium, sales.
Hongkong & Co. Company—\$85 per share.
Hongkong Hotel Company—\$107 per share, sellers.
China Sugar Refining Company, Limited—\$160 per share, sellers.
China Sugar Refining Company (Debtors)—3 per cent. premium.
Hongkong Ice Company—\$31 per share, sales.
Hongkong and China Bakery Company, Limited—\$55 per share, buyers.
Chinese Imperial Loan of 1878—14 per cent. prem. ex int.
Chinese Imperial Loan of 1881—3 per cent. prem.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand 3/8 1/2
Bank Bills, at 30 days' sight 3/8
Bank Bills, at 4 months' sight 3/8 1/2
Credits, at 4 months' sight 3/8 1/2
Documentary Bills, at 4 months' sight 3/8 1/2
ON PARIS.—
Bank Bills, on demand 4.68
Credits, at 4 months' sight 4.80
ON BOMBAY.—Bank, T.T. 220
ON CALCUTTA.—Bank, T.T. 220
ON SHANGHAI.—
Bank sight 72 1/2
Private, 30 days' sight 72 1/2

OPIMUM MARKET.—THIS DAY.

NEW MALWA per picul, \$640
(Allowance, Tails 30.)
OLD MALWA per picul, \$700
(Allowance, Tails 30.)
PATNA (without choice) per chest, \$580
PATNA (first choice) per chest, \$582 1/2
PATNA (second choice) per chest, \$577 1/2
PATNA (bottom) per chest, \$595
BENARES (without choice) per chest, \$565
BENARES (bottom) per chest, \$567 1/2
PERSIAN per picul, \$485

HONGKONG TEMPERATURE.

(From Messrs. FALCONER & Co.'s Register.)

TIDE TABLE.			
Barometer—9 A.M.	Thermometer—9 A.M.	Thermometer—3 P.M.	Thermometer—6 P.M.
Barometer—1 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Barometer—4 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—9 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
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Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.
Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.
Thermometer—10 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.
Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.
Thermometer—4 P.M.	Thermometer—7 P.M.</		

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

Barometer	Thermometer	Direction of Wind	Force of Wind	Direction of Sea	Force of Sea
30.00	77.0	SE	3	SE	3
30.00	78.0	SE	3	SE	3
30.00	79.0	SE	3	SE	3
30.00	80.0	SE	3	SE	3
30.00	81.0	SE	3	SE	3
30.00	82.0	SE	3	SE	3
30.00	83.0	SE	3	SE	3
30.00	84.0	SE	3	SE	3
30.00	85.0	SE	3	SE	3
30.00	86.0	SE	3	SE	3
30.00	87.0	SE	3	SE	3
30.00	88.0	SE	3	SE	3
30.00	89.0	SE	3	SE	3
30.00	90.0	SE	3	SE	3
30.00	91.0	SE	3	SE	3
30.00	92.0	SE	3	SE	3
30.00	93.0	SE	3	SE	3
30.00	94.0	SE	3	SE	3
30.00	95.0	SE	3	SE	3

Barometer, level of the sea in fathoms, and height of tide in the open air in a shaded situation. Direction of Wind, is registered every two points, N, N.E., E, S.E., S, S.W., W, W.N.W., N.W., N.E., etc. Force of Wind, 0 calm, 1 to 3 light breeze, 3 to 5 moderate, 5 to 7 fresh, 7 to 8 strong, 8 to 10 heavy, 10 to 12 violent, 12 to 14 storm, 14 to 16 hurricane, 16 to 18 typhoon, 18 to 20 cyclone, 20 to 22 hurricane, 22 to 24 typhoon, 24 to 26 cyclone, 26 to 28 hurricane, 28 to 30 typhoon, 30 to 32 cyclone, 32 to 34 hurricane, 34 to 36 typhoon, 36 to 38 cyclone, 38 to 40 hurricane, 40 to 42 typhoon, 42 to 44 cyclone, 44 to 46 hurricane, 46 to 48 typhoon, 48 to 50 cyclone, 50 to 52 hurricane, 52 to 54 typhoon, 54 to 56 cyclone, 56 to 58 hurricane, 58 to 60 typhoon, 60 to 62 cyclone, 62 to 64 hurricane, 64 to 66 typhoon, 66 to 68 cyclone, 68 to 70 hurricane, 70 to 72 typhoon, 72 to 74 cyclone, 74 to 76 hurricane, 76 to 78 typhoon, 78 to 80 cyclone, 80 to 82 hurricane, 82 to 84 typhoon, 84 to 86 cyclone, 86 to 88 hurricane, 88 to 90 typhoon, 90 to 92 cyclone, 92 to 94 hurricane, 94 to 96 typhoon, 96 to 98 cyclone, 98 to 100 hurricane.

Shipping.

ARRIVALS.

April 10, ACTIV, Danish steamer, 768, N. C. Ryevad, Haiphong 6th April, General.—C. M. S. N. Co.
April 11, YANGTZE, British steamer, 784, Ed. Lee, Canton 11th April, General.—Siemens & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Killarney, British steamer, for Saigon.
Troy, German steamer, for Mampou.
Jana, German bark, for Saigon.
Anchises, British steamer, for Amoy.

DEPARTURES.

April 10, LUCIA, British bark, for Havre.
April 11, GREYHOUND, British str., for Hoihow.
April 11, PENG-ON, British steamer, for Hoihow.
April 11, KWANTUNG, British steamer, for East Coast.

PASSENGERS—ARRIVED.

Per Actif, str., from Haiphong—30 Chinese.
Per Natal, str., from Saigon and Marseilles.—Mr. and Mrs. Tan King Sing, 3 children, and 2 servants, and Mr. Lam Oh Tien, for Saigon. For Singapore.—Mr. Assah Aijuh. For Colombo.—Mr. K. M. Tata and servant. For Marseilles.—Mr. and Mrs. Mansfield, Mr. and Mrs. W. M. Deane and child, Mrs. Clough and 4 children, Mrs. Amiens and 3 children, Miss G. Bush, Messrs. T. Lozano, Mendez, E. P. Creagh, Tonnochy, Bessard, J. Edgar, H. Goldenberg, Jean Muller, and Kusanishi.—Mr. and Mrs. Boudard, Mr. and Mrs. Ristell, Mr. and Mrs. Grimmer, Messrs. de la Bastide, Herms Kerk, Macleod, Hopkins, stone, Bonabeau, Dubail, Delaney, Hart, Pere Roug, Pere Guillon, Moranger, Boad, Hamlyn, Eagan, and Silcott, for Marseilles. From Yokohama.—Mr. and Mrs. Scheide, 4 children, and 2 servants, and Mr. Wilkowski, for Marseilles.

NAGASAKI SHIPPING.

ARRIVALS.
19, Argos, British brig from Shanghai.
19, Ardent, British steamer, from Shanghai.
19, Takasago Maru, Japan str., from Kobe.
20, Oklands, British steamer, from Shanghai.
21, Tyne, British steamer, from Tientsin.
21, Waverley, British steamer, from Shanghai.
21, G. D. Constantine, Rus. str., from Shanghai.
21, Ashuelot, American gunboat, from Tientsin.
21, Olander, British bark, from Shanghai.
21, Hiroshima Maru, Japan str., from Shanghai.
DEPARTURES.
18, Kiushu Maru, Japan str., for Yokohama.
19, Akiyama Maru, Japan str., for Kobe.
20, Takasago Maru, Japan str., for Shanghai.
21, Ardent, British steamer, for Shanghai.
21, Tyne, British steamer, for Tientsin.
21, Oklands, British steamer, for Shanghai.
21, Hiroshima Maru, Japan str., for Kobe.

MANILA SHIPPING.

ARRIVALS.
13, Esmeralda, British steamer, from H'kong.
13, Tecumseh, American ship, from H'kong.
13, P. Heinrich, German str., from Hongkong.
13, Valencia, Spanish steamer, from Liverpool.
13, Horace, British steamer, from Singapore.
13, Elizabeth, French bark, from Galle.
13, Gravina, Spanish steamer, from Hongkong.
13, Pannay, Spanish steamer, from Singapore.
13, Bolus, Spanish steamer, from Hongkong.
13, Merionethshire, British str., from H'kong.
13, Emus, Spanish steamer, from Hongkong.
13, Swift, British steamer, from Hongkong.
13, Francisco Reyes, Spain str., from H'kong.
13, Leon XII, Spanish str., from Liverpool.
13, Maria, Spanish steamer, from Hongkong.
13, Odin, Norwegian steamer, from Glasgow.
DEPARTURES.
13, Salvador, Spanish steamer, for Singapore.
13, Propontis, British steamer, for London.
13, Esmeralda, British steamer, for Hongkong.
13, Bolus, Spanish steamer, for Hongkong.
13, Pauline, German ship, for London.
13, Horace, British steamer, for Rangoon.
13, P. Heinrich, German str., for Liverpool.
13, Merionethshire, British str., for London.
13, Edward Harrow, British bark, for London.

VESSELS ARRIVED IN EUROPE FROM PORTS IN JAPAN AND MANILA.

(Per last Mail's Advice).
Industry Shanghai Jan. 30
India Fochow Feb. 10
H. Uppan Hongkong Jan. 4
H. Uppan Nagasaki Jan. 6
España Manila Jan. 11
Leino Castle (s) Hongkong Jan. 17
Theresa Hongkong Jan. 23
Elise Manila Jan. 23
Melusine Hongkong Jan. 23
Glenfina (s) Shanghai Jan. 23
Hector (s) Shanghai Feb. 13
Caroline Behn Fochow Feb. 16
Deux Freres Shanghai Feb. 17
Thermopylae Fochow Feb. 17
Suzanna Hongkong Feb. 24
Flora Hongkong Feb. 24
Glaucus (s) Yokohama Feb. 26
Cleatney (s) Shanghai Feb. 27
Beatrice Manila Feb. 27
Bonita Hongkong Feb. 27
Neardus Shanghai Feb. 28
The Tweed Hongkong Mar. 2

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date).
Melbourne Cardiff Aug. 9
Mortimer Penarth Aug. 24
Tebe Cardiff Sept. 17
Christal Cardiff Nov. 7
Trait d'Union St. Malo Nov. 7
Hydra Elbe Nov. 10
Corea London Dec. 14
Still Water New York Dec. 15
Paul Hamburg Dec. 16
Truth Sunderland Jan. 4
Fleming (s) Hull Jan. 6
Glamoreshire (s) Cardiff Jan. 14
Carl Ritter Hamburg Jan. 15
Susanne Cardiff Jan. 15
Flintshire (s) London Jan. 27
Antenor (s) London Jan. 27
Belted Will London Jan. 31
Tanjore Cardiff Feb. 11
Ice King (s) New York Feb. 15
Louden Castle (s) London Feb. 24
Glenavon (s) London Feb. 28
Jason (s) London Feb. 28

MAILS EXPECTED.

THE ENGLISH MAIL.

The P. & O. Co.'s steamer *Gwalior*, with the next English mail, left Singapore on the 7th, and may be expected here on or about the 14th inst.

STEAMERS EXPECTED.

The steamer *Aijeh* left Batavia on the 1st, and may be expected to arrive here on or about the 11th inst.
The E. & A. S. Co.'s steamer *Catterthun* left Sydney on the 30th March, and may be expected here about the 22nd inst.

SHIPPING IN HONGKONG.

STEAMERS.

April 9, ALMA, British steamer, 366, H. Lightwood, Tamsui 1st April, Taiwan 5th, Amoy 7th, and Swatow 8th, General.—D. Lapraik & Co.
April 9, ANCHISES, British steamer, 1,304, C. Jackson, Liverpool 18th February, and Singapore 2nd April, General.—Butterfield & Swire.
March 20, ARABIC, British steamer, 2,787, W. G. Pearce, N.A.R., Liverpool 4th February, Swatow 21st, and Singapore 1st March, General.—O. & O. S. Co.
April 6, ASHINGTON, British steamer, 809, E. Allason, Bangkok 31st March, General.—Siemens & Co.
April 5, BLACKHILLS, British str., 783, Grainger, Saigon 31st March, Rice—Seey Shing.
April 6, BOWHILL CASTLE, British str., 1,653, W. S. Thomson, San Francisco 7th March, Flour, &—Adams, Bell & Co.
April 5, CANOPUS, British steamer, 1,818, R. H. Joy, Hio 29th March, Ballast and General.—Russell & Co.
April 2, CARLOS, German steamer, C. Haesloep, Hamburg and Bangkok 24th March, General and Rice.—Ah Yon & Co.
Nov. 29, CERU, American steamer, 373, Parker, Captain.
Sept. 28, CONQUEST, British steamer, 316, Hamilton, Jardine, Matheson & Co.
Fame, British steamer, 117, stopani (tug plying) Hongkong and Whampoa Dock Co.
April 7, FREYA, German steamer, 52, Hönemeyer, Macao 7th April, Ballast.—Blackhead & Co.
April 7, GLENVIEW, British str., 1,935, Hogg, Saigon 4th April, Rice and Paddy.—Jardine, Matheson & Co.
April 9, GORON CASTLE, British steamer, 1,319, W. Waring, Bangkok 31st April, Rice and General.—Adams, Bell & Co.
April 8, HONGKONG, British steamer, 958, Y. B. Fryer, Saigon 31st April, Rice.—Siemens & Co.
April 8, JAPAN, British steamer, Gardner, Calcutta 18th March, sand Head 19th, Penang 24th, and Singapore 27th, General.—D. Sassoon, Sons & Co.
Dec. 19, JOLOANO, Spanish steamer, 654, Marquez, R. M. Mourente—Cosmopolitan Dock.
April 5, JULIETA, Spanish steamer, 376, Arias, Manila 2nd April, General.—Melchers & Co.
April 8, KILARENE, British steamer, 1,606, H. O'Neill, Saigon 4th April, Rice.—Gibb, Livingston & Co.
April 7, KUMAMOTO MARU, Japanese str., 1,240, Drummond, Nagasaki 2nd March, Coals.—M. B. M. S. Co.
April 2, LENOX, British steamer, 1,327, Scott, Calcutta 18th March, Penang 24th, and Singapore 26th, General.—Jardine, Matheson & Co.
July 7, LI TAI, Annamite steamer, 1,000, Li Ton Tack, Captain.
Jan. 14, NANO, British steamer, 862, Westoby, D. Lapraik & Co.
April 9, NORA, German steamer, 662, U. Wolff, Newchwang 2nd April, Beans.—Ed. Schellhass & Co.
April 7, OLYMPIA, German steamer, 783, T. Wagner, Saigon 2nd April, Rice.—Siemens & Co.
April 2, SAIGON, French steamer, 674, Sibilet, Saigon 29th March, Rice.—Messageries Maritimes.
Nov. 24, SEA GULL, American steamer, 48, Hayden—China Traders' Insurance Co.
July 7, SHUN TAI, Annamite steamer, 93, Yuen Man Fu—Captain.
April 3, STRATHAIR, British steamer, 1,236, Fenwick, Singapore 27th March, Ballast.—Siemens & Co.
March 28, SUEZ, British steamer, 1,390, W. M. Dodd, San Francisco 26th February, General.—Russell & Co.
April 8, SUMIDA MARU, Japanese steamer, 826, H. Hubert, Yokohama, Kobe, and Nagasaki 4th April, General.—Mitsui Bishi M. S. S. Co.
April 3, VOLMER, Danish steamer, 978, Heintzelmann, Saigon 28th March, Rice.—Geo. R. Stevens & Co.

SAILING VESSELS.

March 30, AGATE, American bark, 626, Brown, Macassar 13th February, Rattian.—Captain.
March 30, ANNA, German bark, 447, W. Jensen, Bangkok 18th February, Wood and Rice.—Wieler & Co.
March 27, BERTHA, German bark, 443, Henne, Taiwan 24th March, sugar.—Carlowitz & Co.
March 11, BRAMLETTE, British ship, 1,497, Hickard, Cardiff 4th November, Coal.—Captain.
March 6, CHARTER OAK, American ship, 964, L. Gilkey, Hio 26th February, Ballast.—Ah Yon—Cosmopolitan Dock.
March 29, CHARLES STEWARD, American bark, 630, H. R. Powers, Manila 17th March, Ballast.—Master—Cosmopolitan Dock.
Feb. 23, CHATANOOGA, American bark, 527, Howes, Newcastle 21st December, Coal.—D. Lapraik & Co.
April 9, CHRISTIAN, German schooner, 250, C. Kossow, Singapore 12th March, Timber.—Wieler & Co.
Jan. 16, COLOMA, Amer. bark, 853, C. M. Noyes.—Rosario & Co.
April 3, ELISE, German ship, 804, J. Winters, Hamburg 18th October, General.—Carlowitz & Co.
Feb. 19, ENDYMION, British bark, 759, T. Richardson, London 25th September, General.—Arnhold, Karberg & Co.
April 7, F. C. SIEBEN, German bark, 641, C. N. Dahl, Carimata 14th March, General.—Captain.
Jan. 28, FRITZ, German ship, 1,420, F. F. Lankenau, Cardiff 9th August, Coals.—Melchers & Co.
April 6, GESINE BRONS, German bark, 400, F. von Trumbach, Singapore 6th March, Timber.—Wieler & Co.
April 6, HENRY, German ship, 1,266, T. Fischer, Cardiff 7th November, Coals.—Order.
Jan. 16, H. W. DUDLEY, American bark, 1,128, W. Dudley.—Rosario & Co.
March 23, H. PRINZBERG, German bark, 553, A. Schonemann, Rajang 15th February, Timber.—Melchers & Co.
March 24, HORPUS, British bark, 522, H. Jack, Labuan 1st March, General.—Melchers & Co.
March 23, JONATHAN BOURNE, American bark, 1,472, A. Doane, Yokohama 11th March, Ballast.—D. H. Ward.
Feb. 26, J. A. BARLAND, American bark, 676, J. H. Kent, Newcastle 25th December, Coal.—Arnhold, Karberg & Co.
March 28, LIVINGSTON, German bark, 531, H. Steffens, Hamburg 2nd November, General.—Siemens & Co.
April 8, MANHEIM, Swedish 3-m. sch., 463, A. P. Jansson, Bangkok 4th February, General.—Siemens & Co.
April 2, MARTHA, British bark, 853, McPherson, Swatow 30th March, Ballast.—Rosario & Co.
Feb. 2, NELLIE H. SLADE, American barkentine, 501, D. Gould, Newcastle 7th December, Coal.—Arnhold, Karberg & Co.

HONGKONG—SAILING VESSELS.

(Continued).

April 7, RODERICK HAY, British bark, 290, P. H. Nicolson, Whampoa 6th April, General.—Turner & Co.
April 5, ROCK TERRACE, British ship, 1,768, J. S. Hutchinson, Newport, Mon., 5th Dec., Coal.—P. & O. S. N. Co.
Feb. 2, R. T. CLAYTON, American bark, 240, Thomas Davies, Laguianan 23rd Dec., and Santa Cruz 24th January, Lumber.—Order.
Jan. 26, SUMATRA, American ship, 1,072, C. Lock, Port Townsend 1st December, Timber.—Russell & Co.
March 7, TARTAR, German brig, 256, T. Henje, Macassar 30th January, Rattian.—Melchers & Co.
April 5, THREE BROTHERS, British bark, 366, H. Kahleke, Quinhon 24th March, salt.—E. Tye Loo.
Jan. 12, Wakefield, American bark, 887, Crowell.—Rosario & Co.
March 17, WALLS CASTLE, British bark, 625, H. A. Brown, Hingoa 2nd March, Timber.—Lane, Crawford & Co.

CANTON.

April 8, IWAI-VEEN, Chinese steamer, 984, Wilson, Shanghai 5th April, General.—C. M. S. N. Co.

WHAMPOA.

March 24, CHARITE, French bark, 299, Leroy, Cheloo 13th March, General.—Carlowitz & Co.

RIVER STEAMERS.

Ichang, British steamer, 700, Ogston.—Butterfield & Swire.
Kiu-kiang, British steamer, 617, T. Benning—Hongkong, Canton, & Macao Steamboat Co.
Kiang-ping, Chinese steamer, 360, Holmes—C. M. S. N. Co.
Kiung-chow, British steamer, 159, Goggin—Kwok Acheong & Sons.
Powan, British steamer, 1,890, A. Benning—Hongkong, Canton, & Macao Steamboat Co.
spark, British steamer, British, 140, Hoyland—Hongkong, Canton, & Macao Steamboat Co.
White Cloud, British steamer, 280, Cary—Hongkong, Canton, & Macao Steamboat Co.
Yot-sai, British steamer, 180, McDougall—Kwok Acheong & Sons.

AMOI.

In Port on 5th April, 1882.
Androklos, British bark, 400 (Murray)—Boyd & Co.
Anna Dorothea, German bark, 343 (Jessen)—Pasdag & Co.
E. V. Beaulieu, German bark, 336 (C. Oetting)—Pasdag & Co.
Frohlich, German brig, 360 (Moller)—Pasdag & Co.
Kolga, British bark, 359 (Kleff)—Pasdag & Co.
Omeda, British bark, 480 (C. Bruce)—Boyd & Co.
Oswald, German bark, 448 (Boysen)—H. A. Petersen & Co.
W. Siegfried, British bark, 393 (Hansen)—Pasdag & Co.

FOOCHOW.

In Port on 4th April, 1882.
Caroline, German schooner, 272 (Nichelsen)—Russell & Co.
Chateaubriand, British bark, 408 (Dodd)—Kaw Hong Take & Co.
Louise, American schooner, 280 (Lawrence)—Kaw Hong Take & Co.
Siberien, German bark, 360 (Schultz)—Kaw Hong Take & Co.

SHANGHAI.

In Port on 4th April, 1882.
Alex. Newton, British bark, 308 (Newton)—G. G. Hopkins.
Almatia, American schooner, 387 (Lapham)—Morris & Co.
Chin-se, British bark, 788 (Maher)—Morris & Co.
City of Montreal, American ship, 1,169 (Mudgell)—C. & J. Trading Co.
F. P. Litchfield, American bark, 1082 (Spalding)—Adams, Bell & Co.
Hermann, German brig, 209 (Lemcke)—F. A. Burchard.
Hilda, British bark, 306 (Hanning)—Nils Moller.
Kristina Nilson, Swedish bark, 281 (Petersen)—Russell & Co.
Nylghun, German schooner, 1,252 (Lovitt)—C. & J. Trading Co.
Tiger, British bark, 1,028 (Newby)—Little & Co.

NAGASAKI.

In Port on 25th March, 1882.
Argos, British brig, 289 (Johnson)—Captain.
Black Diamond, German bark, 670 (Boyd)—Captain.
Brenda, British brig, 291 (Swansea)—Chinese.
Friedrich, German bark, 672 (Whorup)—Captain.
H. Bremer, German schooner, 331 (Bremer)—Captain.
Olander, British bark, 342 (Joases)—Tai Kee & Co.
Rachel, British bark, 282 (Affleck)—Holmes, Ringer & Co.

YOKOHAMA.

In Port on 25th March, 1882.
Adele, Russian schooner, 42 (Gouldes)—F. Retz.
Alexander, American schooner, 72 (Carlson)—Captain.
Anglo Indian, British bark, 444 (Kirkpatrick)—John Middleton.
Artemisia, British bark, 332 (MacFarlane)—John Middleton.
A. Cashman, American schooner, 51 (Tibbey)—Captain.
Diana, American schooner, 64 (Peterson)—Captain.
D. J. Tenney, American ship, 1,687 (Wilson)—Captain.
Emily, British brig, 296 (Creighton)—Chinese.
Gitanila, British bark, 472 (Hunt)—John Middleton.
Grandee, American ship, 1,395 (B. F. Jacobs)—Fraser & Co.
Guardian, American ship, 1,123 (Fletcher)—Order.
Helene, American schooner, 60 (Ewall)—Captain.
Kiwa Elizabeth, Russian schooner, 113 (Johnstone)—Captain.
Lady Bowen, British bark, 891 (T. Pain)—Mollison, Frater & Co.
Lota, British bark, 472 (Dadfield)—Chinese.
North Star, Russian schooner, 38 (Ridderbelle)—Captain.
Ohude, American schooner, 72 (Wilson)—Captain.
Otome, American schooner, 52 (Snow)—Captain.
Otsego, American schooner, 36 (Pearce)—Captain.
Otter, American schooner, 70 (Liljohn)—Captain.
Plata, French bark, 657 (V. Due)—Mollison, Fraser & Co.
Prince Arthur, British bark, 275 (J. Smith)—Captain.
Prinna Donna, American ship, 1,450 (Hatch)—Order.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Errington, Hongkong.
Comus, corvette, 14 guns, Captain J. W. East, Singapore.
Carac